

**BY ORDER OF THE COMMANDER
JOINT BASE MCGUIRE-DIX-
LAKEHURST**

**JOINT BASE MCGUIRE-DIX-LAKEHURST
INSTRUCTION 21-101**

23 SEPTEMBER 2013



Maintenance

***CRASH DAMAGED OR DISABLED
AIRCRAFT RECOVERY***

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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Certified by: 305 AMW/CC
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This instruction establishes responsibilities, procedures, and operating instructions for recovery of crash damaged or disabled aircraft involving host, tenant, or transient aircraft in the Joint Base McGuire-Dix-Lakehurst (JB MDL) area of responsibility. It will be utilized in conjunction with other agency policies and all applicable Technical Orders (TO). It applies to all JB MDL organizations and personnel that maintain aircraft, aircraft systems, equipment, support equipment, and components regardless of AFSC.

Ensure that all records created as a result of processes prescribed in this publication are maintained In Accordance With (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s through local publications/forms managers.

1. Responsibilities and Procedures.

1.1. Joint Base McGuire-Dix-Lakehurst will return to operational status as soon as practical after a mishap.

1.2. In the event of an aircraft crash, maintenance group personnel will respond when directed. Many other agencies must be involved to secure the area, provide necessary medical attention, and to catalog, photograph, and investigate the causes and effects of the

incidents under the JB MDL IEM Plan 10-2, *JB MDL Installation Emergency Management Plan*, AFI 91-204, *Safety Investigations and Reports*, or any other pertinent regulations. This process may last several days. The Incident Commander (IC) may solicit advice from the maintenance response team on how to proceed with a recovery effort. During this period, maintenance's only role is to provide individuals to serve as aircraft experts to locate and identify certain aircraft components, and to assist in determining the possible causes and effects of the crash.

1.3. The following events will occur upon declaration of a pending or actual major aircraft accident in close proximity to the runway:

1.3.1. All accident response agencies will be notified IAW the JB MDL IEM Plan 10-2.

1.3.2. 305 MXG/CC will implement impoundment procedures, as required, for all affected aircraft and equipment IAW AFI 21-101_AMCSUP_I, *MAF Aircraft and Equipment Maintenance Management* and local checklists.

1.3.3. Maintenance Operation Center (MOC) will:

1.3.3.1. Initiate required notifications IAW 305 MXG Quick Response Checklist (QRC) 02, Aircraft Crash.

1.3.3.2. Designate one aircraft maintenance radio net as the primary maintenance recovery operation net and direct only personnel directly involved in the recovery operation to switch to the designated recovery operation net.

1.3.4. Once alerted of a recovery operation, 305 MXS Crash Recovery/Aero Repair Shop's (MXMTA) Shift Supervisor will immediately assemble a recovery team and designate a Crash Recovery Team Chief.

1.3.4.1. The Team Chief will be the focal contact for all CDDAR operations and will make direct contact with the Emergency Operations Center (EOC). Upon notification of recovery operation, all movement within the recovery area will be coordinated through the IC to ensure a safe recovery of aircraft and safety to personnel.

1.3.4.2. CDDAR team members will report directly to the Crash Recovery Team Chief. If necessary, a second team and Team Chief will be identified to sustain extended operations.

1.3.5. The IC and EOC will develop a recovery plan. The 305 AMW CDDAR representatives will normally be utilized for USAF and transient aircraft. After initial evaluation, the CDDAR Team Chief will coordinate with the EOC and provide any assistance they may require.

1.3.6. Recovery operations will proceed under the detailed instructions of AFI 10-2501, *Air Force Emergency Management (EM) Program Planning and Operation* and JB MDL IEM Plan 10-2 to ensure all functions work as a cohesive team utilizing detailed plans for maintenance activities, crash recovery and/or emergency aircraft removal procedures, specific aircraft technical data, and any other appropriate checklists.

1.3.7. The 87th Civil Engineering Squadron will:

1.3.7.1. Provide emergency crash/fire response, as well as hazardous materials and spill containment capability beyond the scope of the unit spill teams.

1.3.7.2. Provide equipment, within capabilities, as required by the CDDAR Team Chief and validated/approved through the EOC.

1.3.7.3. Provide Explosive Ordnance Disposal personnel to assist the 305 MXS CDDAR Team Chief in installing weapons safety pins on transient aircraft.

1.3.8. The 87th Logistics Readiness Squadron will:

1.3.8.1. Provide maintenance support to heavy equipment participating in the recovery operation, as directed by the EOC.

1.3.8.2. Coordinate through the EOC for contracting support on specialized equipment not available to support recovery operations.

1.3.8.3. Provide on-scene fuel servicing of recovery support equipment including heavy equipment.

1.3.8.4. Provide fuel sample/analysis of aircraft fuel IAW TO 42B-1-1 para 4.10.

2. Equipment.

2.1. The following equipment is essential for CDDAR operations and will be maintained/provided by offices indicated:

2.1.1. Aircraft lifting bags and control consoles. (305 MXS/MXMT)

2.1.2. Air compressors (MC-7), or equivalent. (305 MXS/AGE)

2.1.3. Applicable aircraft tug or equivalent. (305 AMXS for C-17 and COMBS for KC-10)

2.1.4. Tow bars for assigned aircraft. (305 AMXS for C-17 and COMBS for KC-10)

2.1.5. Light carts as required for night recovery operations. (305 MXS/AGE)

2.1.6. Composite dunnage/aircraft shoring. (305 MXS/MXMT)

2.1.7. One 4x4 6-Pack vehicle. (305 MXS/MXMT)

2.1.8. DOT approved initial response trailer, which will store initial response equipment, CDDAR Team personal protective equipment (PPE) (gloves, hard hats, reflective belts/vests, composite material protective equipment, IAW 91 and 92 series AFOSH standards, TO 00-105E-9 and aircraft emergency rescue information), and other equipment deemed necessary by the CDDAR Team Chief. (305 MXS/MXMT)

2.2. Equipment not on hand will be identified on a shortfall letter, which will be kept in the Maintenance Flight supervision office. When required, the equipment list will be forwarded to the MOC to coordinate through the ESF for availability.

3. Off-base Crash Recovery.

3.1. Upon notification of an off-base crash, the 305 MXS Production Supervisor, the 305 MXS/MXMTA shift supervisor, and the MOC will implement the crash recovery recall roster.

3.2. The CDDAR Team Chief and IC will analyze the recovery area and determine equipment requirements. Typical requirements would be:

3.2.1. One 10K all-terrain forklift. (87 LRS)

3.2.2. Two 7.5-ton tractors or larger and 40-foot trailer for transporting equipment and wreckage. (87 LRS)

3.3. Under no circumstances will personnel or equipment be dispatched off-base if it jeopardizes an on-base recovery operation, unless directed by the 305 AMW/CC or designated representative. Both on and off-base responses will be IAW IEM Plan 10-2.

3.4. Do not remove or disturb equipment unless directed by the IC.

3.5. Once the wreckage is released to the CDDAR Team, augmented personnel from base resources will load the wreckage for return to McGuire Field. A facility large enough to house wreckage will be identified by the 305 MXG/CC. It will be secured, allowing only essential and authorized personnel access.

3.6. The CDDAR Team Chief will assist in the development of a mishap site clean-up plan.

3.7. The CDDAR Team must be capable of deploying in support of assigned aircraft as directed by 305 AMW/CC and CAT in coordination with the EOC.

4. Transient Aircraft.

4.1. 305 MXS Maintenance Flight will provide CDDAR support through the IC for recovery operations with the unit of assignment.

4.2. Transient Alert personnel will assist the 305 MXS CDDAR Team Chief with installing grounding pins on transient aircraft.

4.3. 87th Explosive Ordnance Disposal personnel will assist the 305 MXS CDDAR Team Chief with installing weapons safety pins on transient aircraft.

4.4. Transient Alert personnel will provide a tow vehicle operator to assist with towing disabled aircraft from active runways or taxiways.

4.5. All requirements for additional equipment and personnel will be coordinated through the 305 MXG representative in the EOC.

5. Joint Base Assigned Aircraft Support.

5.1. Individual joint base flying units will conduct CDDAR IAW their specific service's requirements.

5.2. 305 MXG personnel will assist the other joint base services with an aircraft incident as directed by the 305 AMW/CC. 305 MXG personnel will coordinate via the corresponding branch, which can be reached at the following numbers:

5.2.1. Air Force MOC: 754-4044 (24 hours)

5.2.2. Army Operations: 754-1858/0215/1060 (0700-1700 weekdays)

5.2.3. Marines Group Duty Officer: 562-8858 (24 hours)

5.2.4. Navy Fleet Logistics Support Squadron Duty Officer: 754-1890 (24 hours)

5.3. If assistance is requested and approved by the 305 AMW/CC, personnel will adhere to all operational safety standards set forth by Air Force regulations regardless of the branch of service for which assistance is being provided.

5.4. Assistance to other branches of service assigned to JB MDL will be limited to:

5.4.1. The use, maintenance, transportation, and repair of any AGE assigned to the 305 MXS AGE Flight that is required to assist in the removal of a disabled aircraft.

5.4.2. Specialty equipment knowledge and training for personnel involved in an aircraft recovery operation.

5.4.3. Evaluation of aircraft structures (i.e. Non-Destructive Inspection, SMCO/Metals Tech Inspections or assistance).

5.4.4. Assistance with clean-up of aircraft related hazardous fluids (i.e. fuels, hydraulic fluid, etc.). The owning branch of service of the aircraft must provide and dispose of any materials needed to clean a hazardous chemical spill area in accordance with JB MDL hazardous chemical disposal regulations.

JOHN M. WOOD, Col, USAF
Commander, Joint Base McGuire-Dix-Lakehurst

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 21-101_AMCSUP_1, *Aerospace Equipment Maintenance Management*, 14 Feb 2011
Interim Change to AFI 21-101, *Aerospace Equipment Maintenance Management*, 4 Apr 2012
AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*, 26 Jan 2012
AFI 10-2501, *AF Emergency Management Program Planning and Operations*, 24 Jan 2007
JB MDL IEM Plan 10-2, *Joint Base McGuire-Dix-Lakehurst Installation Emergency Management Plan 10-2*, 2 Nov 2012
T.O. 00-105E-9, *Emergency Rescue Information*

Prescribed Forms

None

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

AFI—Air Force Instruction
AFMAN—Air Force Manual
AFOSH—Air Force Occupational Safety & Health
AFRIMS—Air Force Records Information Management System
AGE—Aerospace Ground Equipment
AMW—Air Mobility Wing
CDDAR—Crash Damaged or Disabled Aircraft Recovery
DOT—Department of Transportation
EOC—Emergency Operations Center
EOD—Explosive Ordnance Disposal
IAW—In Accordance With
IC—Incident Commander
JB MDL—Joint Base McGuire-Dix-Lakehurst
MOC—Maintenance Operations Center
MXG—Maintenance Group
MXMTA—Crash Recovery/Aero Repair
OPR—Office of Primary Responsibility

PPE—Personal Protective Equipment

QA—Quality Assurance

QRC—Quick Reaction Checklist

RDS—Records Dispositions Schedule

TO—Technical Order